

MEETING NOTES

Traffic Advisory Board Bicycle & Pedestrian Committee

Special Meeting: Bicycle and Pedestrian Plan Workshop

1:30 p.m., November 15, 2011

Traffic Management Center, 1107 W. Chestnut Expwy.

TAB Members Present: Committee Chair Valerie Sharlin, Bob Jones, Richard Walker

Others Present: Bruce Adib-Yazdi, Joel Keller, Dennis McMan, Chris McNeese, Terry Whaley, Mike Chiles, Natasha Longpine, Matt Boehner, Andrew Seiler, Curtis Owens, Coy Hart, Daniel Neal, Hannah Grubbs, Tom Tucker, Ken Boatright, Frank Miller, Ron Effland, Carol Cruise, Rick Scarlet, Dan Watts, Mary Christiano, George Freeman, Cameron Smith, Holly Elliot

Traffic Engineering and Public Works Staff: David Hutchison, Paula Brookshire, Mandy Buettgen, Martin Gugel, Jonathon Gano, Kirk Juranus, Sonny Decker

- I. Call to order:** Meeting was called to order at 1:30 by Valerie Sharlin, Committee Chair. Bruce Adib-Yazdi, Ozark Greenways STAR Team Chair, was introduced as meeting facilitator.
- II. Approval of Minutes:** Because this is a special workshop meeting, no meeting minutes were approved.
- III. Introductions:** Each person in the room introduced themselves including the group they represented and their expectations for the process.
- IV. Why are we here?**
 - a. History of bicycle planning and policy was reviewed.
 - b. History of pedestrian planning, policy, and construction was reviewed.
 - c. The Springfield Strategic Plan process, status, and document was reviewed. Key phrases in the Strategic Plan provide guidance for developing the bicycle and pedestrian elements of the plan include:
 - i. Comprehensive, connected trail system
 - ii. Green corridors
 - iii. System for all modes inter-connected among self, residential neighborhoods, and activity centers
 - iv. Supports and encourages walking and supports and encourages bicycling
 - v. Complete streets
 - vi. Choice of transportation modes
 - vii. All users accommodated
 - viii. Public transportation support
 - ix. Livability
 - x. Safe, sustainable, efficient, effective, and accessible network
 - xi. Transportation that promotes urban density and efficient development
 - xii. Maintaining and enhancing economic vitality and quality of life
 - xiii. Links people, goods, and places
 - xiv. Safe access, inter-connected, quality of life, traffic calming

- xv. Supports jobs, housing, education, accessibility, recreation, clean air, water conservation, sustainability
- xvi. Inter-relationship of environment, transportation, land use, and public health
- xvii. Building a sustainable and healthy community
- xviii. Balanced growth and higher densities
- xix. Connectivity through density and modal choice
- xx. Efficient use of energy resources
- xxi. Parks and trails inter-related to land use patterns and quality of life
- xxii. Greenways and trail support tourism
- d. A description of the Bicycle Friendly Community program was provided and the process through which Springfield applied and received Bronze designation in 2010 was reviewed.
- e. Proposed application for Pedestrian Friendly Community was discussed
- f. Discussion question: What impacts do you think a fully developed Bicycle and Pedestrian plan will have on our community?
 - i. Improves health, safety, and environment (less fuel, better air quality)
 - ii. Attracts industry
 - iii. Makes Springfield more attractive and competitive for business attraction
 - iv. More feeling of connectedness – More social interaction makes people happier
 - v. Allows reduction of capital investment in roadway system
 - vi. More efficient use for roadway right-of-way

V. Who are the users of the bicycle system and the pedestrian system?

- a. Cyclists – classifications can include:
 - i. Advanced (experienced) vs. basic skills (casual)
 - ii. Recreational vs. utility
 - iii. Children (school routes), high school students (teenagers), and college students (young adults)
- b. Pedestrians
 - i. Children (school routes)
 - ii. Transit users
 - iii. Mobility impaired
 - iv. Strollers, wagons, other passenger & cargo hand-pulled vehicles
 - v. Other mobility devices
 - vi. Those that chose not to drive
- c. Motorists
 - i. Share the roadway with cyclists
 - ii. Cross paths of pedestrians and cyclists
- d. Discussion question: What behaviors do you think we need to affect among the interaction of pedestrians, cyclists, and motorists?
 - i. Awareness from motorists of bicyclists
 - ii. Confusion of positioning and responsibilities at intersections
 - iii. Pedestrians check that they are seen before entering roadway, especially at intersections
 - iv. Motorists when turning right on red look left only and do not check for pedestrians on their right
 - v. Educate bicyclists and motorists of traffic rules
 - vi. Provide longer intervals for pedestrians and bicyclists to cross streets
 - vii. Reduce distractions – sign clutter and texting while operating a vehicle

- viii. Locate detection zones
- ix. Be predictable
- x. Include question(s) on State driver's exam regarding bicycle operation

VI. What are the facilities needed for these users of these systems?

- a. Facility Types:
 - i. Paths (greenway trails) – off street
 - ii. Sidewalks – beside street on all street classifications
 - iii. Cycle Tracks – paved surface separated from motor vehicle lanes between motor vehicle lanes and sidewalk (John Q. Hammons in front of Hammons Arena)
 - iv. The Link – a low volume, low speed street connecting trails, neighborhoods, and attractions for pedestrian, bicycle, and local motor traffic being implemented over next few years
 - v. Bike Route – A street appropriate for bicycle use with bike route signs and markings
 - vi. Bike Lane – a portion of the roadway surface dedicated for bicycle use
 - vii. Street with acknowledged bicycle use – Streets with higher volumes and/or speeds than preferred for bicycle use on which signs are placed warning of bicycle use
 - viii. Side-paths – separate paths for pedestrian and bicycle use within public right-of-way parallel to a street
 - ix. Shoulders – Paved area adjacent to driving lanes of highways for vehicle recovery, emergency stopping, and travel by bicyclists and pedestrians
- b. Programs, inventories, and evaluation
 - i. Sidewalk inventory
 - ii. School walking route program – maps on web site and construction program
 - iii. Bicycle route program with map on web site
 - iv. Walk score – program to evaluate walk score of neighborhoods
- c. Discussion Question: Based on what you know and have seen, what needs to change regarding design and construction of bicycle and pedestrian facilities?
 - i. A transportation system for bicyclists separated from street system
 - ii. Visibility of bicycle parking, bike racks
 - iii. Aggressive awareness campaign
 - iv. Pedestrian connections between streets and businesses
 - v. Bike corral / parking in street rather than on sidewalk
 - vi. More density – promote advantages of density
 - vii. Reduce subsidy to automobile system (we design for the automobile) and design to move people
 - viii. Bring bicycle education to schools
 - ix. Continuous trail for bicyclists – painted line and symbols
 - x. Reduce conflict points (number of curb cuts, driveways)
 - xi. Police and community leaders to set an example for bicycling
 - xii. Reduce distance between protected pedestrian crossings on major (barrier) streets (currently too far between signals) (“barrier streets” are barriers for pedestrians to cross)
 - xiii. Protect pedestrians from storm water
 - xiv. Provide pedestrian signals at all signalized intersections

VII. **Where do the users want to go?**

- a. Typical locations – home (residential neighborhoods), work (employment areas), school, store (commercial area, especially retail), public services (medical facilities, libraries, government offices), parks (recreation facilities), and, in short, everywhere
- b. Data and maps are available for housing density, employment density, retail employment, and attractions
- c. Typical locations within distances
 - i. Pedestrians – bus stops, school walking routes, and multiple destinations within activity center less than one mile (one-half mile typical) apart
 - ii. Bicyclists – Destination activity centers within three miles (typical) or more
- d. Discussion Question: How do we decide where to plan the bicycle and pedestrian facilities?
 - i. Higher density
 - ii. Lower income and indigent population
 - iii. Connections among buses / mass transit
 - iv. Inverse to volume of motor vehicles and speed limit on street
 - v. Bicycle parking available
 - vi. Continuous sidewalk system for walking
 - vii. Safety and comfort including lighting, shade, etc.
 - viii. Barriers – railroads, freeways, etc.
 - ix. Consider bike and pedestrian detours for temporary road closures
 - x. Near schools
 - xi. Both origin and destination
 - xii. Fill gaps in system – paths, sidewalks, etc.
 - xiii. Constraints of existing roadway right-of-way width and use
 - xiv. Use available open space for multiple purposes (floodways, utility corridors, etc.)
 - xv. Look for low-hanging fruit – easy to accomplish
 - xvi. Develop grid system for future
 - xvii. Reconstruction projects to include facilities as on plan

VIII. **Activity:** Locate activity centers on the map using push pins. Pins were located at: Outside boundary northeast (Fair Grove), Outside boundary east (Strafford), Outside boundary south-southeast (Ozark), Outside boundary south (Nixa), Sac River Bike Trail (2), Ritter Springs Park, Valley Watermill Park (2), Barnes & Grandview, Dickerson Park Zoo, Lowes at Kansas Expressway & Norton Road, Wal-Mart at Kansas Expressway & I-44, Doling Park, Ozark Community Hospital, Frisco High Line Trailhead, Kearney Street at Eldon Road, Wal-Mart at Kearney Street & Glenstone Avenue (2), MoDOT Springfield Area office & yard, Partnership Industrial Park East, Greene County Highway Department office and yard (2), Cox Hospital North (Division & Robberson), Associated Wholesale Grocery distribution center, Pipkin Middle School, Busch Municipal Building, Historic City Hall, Springfield Municipal Court, Ozarks Technical Community College, Patterson Avenue & Rockhurst Street intersection, Former location of Hickory Hills Middle School, Park Central Square, Discovery Center, Jordan Valley Park (Ice Park), Harry Cooper Supply, Hammons Field (3), Juanita K. Hammons Performing Arts Center, Grace United Methodist Church, Jenny Lincoln Park, Missouri State University Library, Missouri State University Carrington Hall, Missouri State University Bear Park South, 3000 block East Grand Street, Maple Park Cemetery, James Ewing Sports Complex, 1735 Kansas Expressway (probation & parole office), Fassnight Park, Phelps Grove Park, Springfield Art Museum, Oak Grove Community Center & Park, Creekside at Elfindale, Sunshine Elementary School, Ozark Council, Boy Scouts of America, Federal Prison Medical Center, Bass Pro Shops Outdoor World, The Plaza Shopping

Center (Glenstone Avenue south of Sunshine Street), Walgreen's at Sunshine Street and Ventura Avenue, 3100 block East Sunshine Street, National Cemetery (Seminole Street west of Glenstone Avenue), Brentwood Branch, Greene County Public Library, Pershing Middle School / Galloway Trail Trailhead, Incredible Pizza on South Campbell Avenue, Meador Park, Brentwood Shopping Center, Battlefield Mall, 2700 block South Farm Road 193 / Crighton Landing, Fire Station #6 / Springfield Police Department South Precinct, Hi-Vee Grocery, Chesterfield Village, Horace Mann School, Kickapoo High School, Cox South Hospital, Cox South Medical buildings / Burrell Center, Primrose Marketplace Shopping Center, Sequiota Park, Wilsons Creek Elementary School, McBride Elementary School, Chesterfield Family Center & Park, Library Center (2), Campbell Avenue and Plainview Street intersection, Lake Springfield Park (2), Springfield Conservation Nature Center, 5700 block Southwood Avenue at Wildwood Drive, Rivercut Golf Course

- IX. Wrap up and discuss next steps** – Workshop on February 7 to discuss what routes users take between their origin and destination considering off-street system, sidewalk system, and on-street bicycle system. Policy and plan documents for bicyclists and pedestrians to be developed through February, March, and April with adoption process through spring and summer of 2012.
- X. Next Scheduled Meeting:**
- a. Regularly scheduled Committee meeting on January 24, 2012, 2:30 to 3:30
 - b. Workshop on February 7, 2012 from 1:30 to 4:30
- XI. Adjourn** – Meeting was adjourned at 4:35.